



MOTORCYCLE PRODUCTS-DESIGN & MANUFACTURE

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Installation Instructions for Suzuki C90T 5566 Fairing w/4 Speakers

Your new fairing has been shipped with all the necessary hardware for a basic installation. If you have any questions after reading the information in this sheet, please contact Hoppe at: tech@hoppeindustries.com or call us. **Please read all the way through the instructions before starting the installation.** as five minutes spent now may save you many times that later.

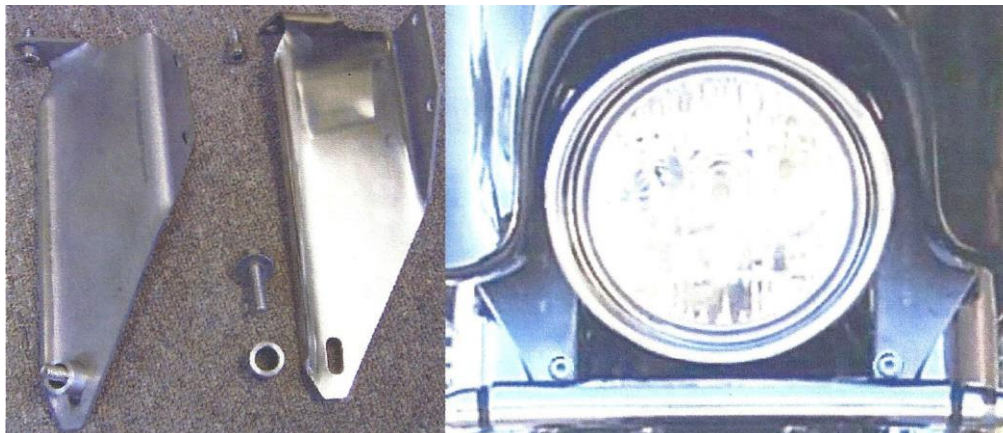
Before you start:

Please note that some inside areas of the fairing front are visible when the fairing is assembled. It is important that you let your painter know to paint the inner edge for at least 1" when they paint the front so that no primer is left showing. 1) To prepare the bike for mounting the fairing you will have to remove any windshield mounting brackets. Cover the front fender with a towel to protect it from scratches. Protect the headlamp with a small towel. This will allow you to set the fairing directly onto the headlamp as you start the install and protect it from being scratched by the mounting brackets.

Let's Begin:

1) Remove the wire loom that holds the clutch and brake cables from under the upper triple tree. Set it aside along with its two attaching screws, as they will not be used with the fairing. Attach the power cord to the fairing, and let the cord dangle down free. Slide the fairing down into place, with the brackets passing behind the headlamp on either side. Be careful not to scratch the front of the upper tree with the top angled portion of the brackets. Attach the top of the mounting brackets to the bike with (2) M8 x 16mm(approx. 5/8" long) socket head cap screws, starting with the top screws and using #242 Loctite (included) on the threads. The top screws do not use a flat washer. Start them by hand into the underside of the upper tree and leave them loose by one or two turns. The fairing will now hang in place while you add the lower screws and spacers. The (2) M8 x 30mm (approx. 1-1/8" long) bottom screws use 5/16" washers; pass through the bracket and spacer tube and into the threaded holes in the front of the lower tree using Loctite. Spacers in two different lengths are supplied (.500" and .300") the longer .500" ones are standard, the shorter .300" ones may work better with aftermarket light bars. Snug the lower screws finger tight, then torque the top ones and then finally the lowers.

2) Route the loose end of the power cable down towards the steering head. Pass the cord under the tank along the left side of the frame, following the main wiring bundle down to the battery area under the seat. Leave just enough of a loop of the power cord that you can easily turn the handlebars from full left to right without pulling the power cord taut or having enough slack to catch on anything.



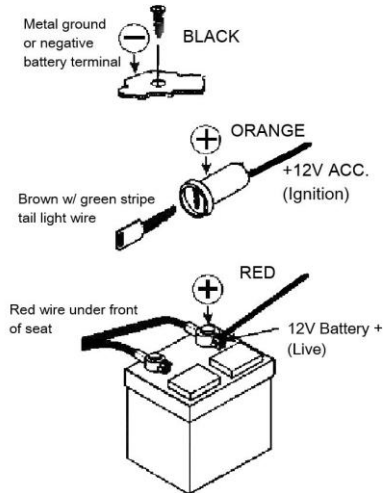
3) Crimp-on connector terminals with mating male plug-in terminals are supplied for the two positive power wires. The ring terminal is for the ground wire. (See picture)

*The red wire goes to one lead of the supplied fuse holder. The other lead of the fuse holder connects to the red positive wire under near the left front of the seat area. **Connect it first**, using a supplied "vampire" self-tapping connector and male quick-connect spade terminal.

*The black wire goes to the ground on the gas tank terminal, using the supplied ring terminal.

*The orange wire goes to the brown wire with the green stripe, located under the left rear seat area by the fender rail using a supplied "vampire" self-tapping connector.

(Soldered & taped connections are best, but the supplied "vampire" tap splices will work also.) Placing a dab of dielectric grease or acrylic caulk inside the splice connector before squeezing it closed with pliers will protect the wire from corrosion. Call us or ask your mechanic if you are not confident about wiring.



Be careful to observe polarities as shown!!
Please contact us if you are unsure.

4) After reading the instructions for the radio, turn on the bike and try out the radio for proper operation. Program the security feature if you wish, according to the instructions.

5) To install the front to the inner after painting, assemble the painted front to the inner without the windshield, using a drop of 242 Loctite on each screw. Start the bottom screw on either side one or two turns each. Start the remaining four side screws into the fairing one or two turns each. Next position the windshield in place and start the 5 windshield screws as follows: Start the stainless windshield screws from the outside

with a stainless washer on each screw. On the inside, place a chromed acorn nut and chromed washer on each screw, placing a drop of Loctite inside each nut. Placing the Loctite in the nut will help prevent it dripping on painted surfaces or the windshield itself, as Loctite will attack some plastics and paints. Tighten the windshield screws finger-tight. Once all eleven screws are started, snug up the bottom one on each side to 20-25 inch pounds (1 1/2- 2 ft lbs), followed by the other four. Snug the windshield nuts to about 15-20 inch pounds, just enough to not flex the fiberglass flanges into the slots and holes in the shield. The Loctite will keep them from coming loose. The two "middle" holes let those two screws act as deadbolts and prevent the shield from coming off by accident, even with minimal force on the screws. Applying greater force will only break the fiberglass or crinkle your new paint from flexing the flange. Reinstall the fairing onto the bike and using Loctite provided, tighten the socket head cap screws that hold it in place onto the bike's windshield mount.

Important safety note-please read!!!

Any modification like adding a fairing, extended controls, different handlebars, etc., will have an effect on your bike's handling. That doesn't mean bad, just different. Take some time to get to know your bike after installing your fairing. The decreased wind felt by the use of a fairing can affect your perception of speed, leading you to possibly drive faster than you are aware of. Crosswinds and passing large vehicles will have an effect because of the larger front surface area. Handling in parking lots may feel slower.

Last, but definitely not least - take the time BEFORE your first ride to become familiar with your new radio's controls. Set the preset channel buttons, adjust the volume and tone, and know how to turn it off and on without having to take your eyes off the road. Your new fairing will give you miles of smiles and get you there less fatigued-but not if you plow into something while playing with the radio!!!!

Note: Your stereo includes a CD player. The player may skip due to the angle of the stereo in the fairing.

Materials Supplied:

- (2) M8 x 16mm Socket Head Cap Screws
- (2) M8 x 30mm Socket Head Cap Screws
- (2) 3/4 " x .500" spacer tubes
- (2) 3/4" x .300" spacer tubes
- (2) 5/16" Flat Washers
- (1) Tube #242 Loctite

Power Cord & terminals:

- (1) Power Cord
- (2) Tap-in splices
- (1) Ring terminal
- (1) Fuse Holder (only if 12V)
- (1) Crimp-on end splice

